

CLAIMS

WHAT IS CLAIMED IS:

1. A vehicle door stop system, comprising:
a stop; and
an actuation mechanism that moves the stop between an urging position, in which the stop maintains a constant distance between a lower part of a door and a vehicle body when the door is closed, and a retracted position, in which the stop does not maintain a constant distance between the lower part of the door and the vehicle body when the door is closed.
2. The system according to Claim 1, wherein the actuation mechanism comprises a sensor that senses at least one of a vehicle speed and a vehicle displacement and outputs a signal, wherein the stop is moved in response to the signal.
3. The system according to Claim 2, wherein the sensor outputs the signal if at least one of the vehicle speed and the vehicle displacement is above a threshold value.
4. The system according to Claim 1, wherein the actuating mechanism is operably coupled to a door handle, wherein manipulation of the door handle causes the stop to move to the retracted position.
5. The system according to Claim 1, wherein the actuating mechanism moves the stop to the urging position in response to a security locking command from a theft prevention system.
6. The system according to Claim 1, wherein the stop is movable transversely with respect to an interior face of the vehicle door.
7. The system according to Claim 1, further comprising a drive mechanism for driving the stop.
8. The system according to Claim 1, further comprising a bellows that is deformable by the stop when the stop moves toward the urging position.

9. The vehicle according to Claim 1, wherein the stop is disposed in the vehicle body.
10. The vehicle according to Claim 1, wherein the stop is disposed in the door.

11. A vehicle door, comprising:
an interior face and an exterior face;
a stop; and
an actuation mechanism that moves the stop between an urging position, in which the stop maintains a constant distance between a lower part of the door and a body when the door is closed, and a retracted position, in which the stop does not maintain a constant distance between the lower part of the door and the vehicle body when the door is closed.
12. The system according to Claim 11, wherein the stop is movable transversely with respect to the interior face of the vehicle door.
13. The vehicle door according to Claim 11, wherein the door has a caisson defined between the interior face and the exterior face, wherein the stop retracts into the caisson in the retracted position and projects from the interior face in the urging position.
14. The vehicle door according to Claim 13, wherein the actuation mechanism is disposed at least in part in the caisson.
15. The vehicle door according to Claim 11, wherein the actuation mechanism comprises a sensor that senses at least one of a vehicle speed and a vehicle displacement and outputs a signal, wherein the stop is moved in response to the signal.
16. The vehicle door according to Claim 15, wherein the sensor outputs the signal if at least one of the vehicle speed and the vehicle displacement is above a threshold value.
17. The vehicle door according to Claim 11, further comprising a door handle operably coupled to the actuating mechanism, wherein manipulation of the door handle causes the stop to move to the retracted position.
18. The vehicle door according to Claim 11, wherein the actuating mechanism moves the stop to the urging position in response to a security locking command from a theft prevention system.
19. The vehicle door according to Claim 11, further comprising a drive mechanism for driving the stop.

20. The vehicle door according to Claim 11, further comprising a bellows that is deformable by the stop when the stop moves toward the urging position, wherein the bellows plugs an opening in the interior face of the door.